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than a foreign work with American annotations. It is much more exhaustive, thorough and applicable, than a series of foot-notes can be. The style of the author is perspicuous and intelligible, and has also the further merit of being condensed and pointed. There is no prolix discussion or criticism in the text. The propositions are stated in apt and discriminating language, and we are then referred, by a note, to authorities for each statement. We gladly recommend the work to the patronage of the profession.

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**A TREATISE ON MARITIME LAW.** Including the Law of Shipping; the Law of Marine Insurance; and the Law and Practice of Admiralty. By THEOPHILUS PARSONS, LL. D. Dane Professor of Law in Harvard University. In two vols. Boston; Little, Brown & Co., 1859, pp. 1651.

We have purposely refrained from heretofore noticing this very valuable contribution to our libraries, until we had actually tested the book by use. The notion that two substantial volumes should contain the elaborate learning of the difficult branches of shipping, admiralty and insurance, was somewhat startling to the student who had been educated with the formidable volumes of Abbott, Marshall, Parke, Phillips, Duer, Conkling, Dunlap and Benedict, before his eyes and upon his table. And it is not to be denied that our learned friend, the author of this treatise on maritime law has undertaken a most formidable task, but one which if skilfully executed would confer a lasting obligation on his professional brothers.

It is quite clear that shipping, insurance and admiralty, should never be studied except in a connected manner; the subjects certainly intermingle. "Great difficulties," says the learned professor, in his preface, "in the execution of my purpose, arose from the fact, that these topics had been heretofore regarded, as in so great a degree isolated and independent. And I cannot but think that there are important defects and mischievous uncertainties in the maritime law of England, and of this country, at this day, which would never have existed, had the various relations, rights, obligations, and remedies which belong to it, been usually regarded as parts of one whole. For example, the law of the sale of distant ships and cargoes, and the law of abandonment would not, I think, and the law of lien on ships and cargoes would not, I am certain, have been in that case, what they are now."

"I add, that by adhering, to my plan of putting very few cases in the text, but making that, as far as I could, a corrected and logical statement

of all the principles and rules of the law, and placing in the notes the authorities on which they rest, with such citations as seem to afford needed illustration, or due qualification, I have succeeded in compressing my work within these two volumes."

"Long ago I had become satisfied, that the boundless affluence of existing legal authority, and the rapid increase of the reports of English and American courts, and of other repositories of the law, made it with every passing year more difficult for a lawyer to possess the means of a thorough investigation, and impossible for him to give the time and labor necessary for such investigation, to the many questions which arise in practice. I was further convinced that books might be made, in which this labor of investigation should be so thoroughly performed, and the results so given in the text, and the authorization and illustration so put forth in the notes, as in most cases to render further research unnecessary, and to make it much easier when necessary. It is this book that I have endeavored to make. The difficulty of accomplishing such a work was obvious; but it did not seem impossible. I knew that it could not be made without the command of a completed library, and that I have here; and an accumulation and consolidation of the results of a very large amount of intelligent labor, and for this purpose I have added to my own efforts the resources of skilful and zealous industry within my reach. But while I believe that none of the sources of our law have been left unexplored, I dare not hope that I have found everything of value. The materials thus gathered by me and for me, I have worked over again, and yet again, with unfailing patience at least, whether with success or not."

It seems to us that the learned author has fully accomplished his design. We venture to assert that there does not exist in the English language any treatise on these interesting and vitally important branches of law in any degree approaching this instructive and well considered book. Let any reader turn to the more complicated branches, or the more controverted propositions of law on insurance, on admiralty, or on shipping, and he will find every case cited, many doubts dissipated by a clear enunciation of the principle, and a discussion in the notes which will merit careful study. We cannot, in a brief notice, point out passages which justify this remark, but every maritime lawyer who will use these volumes in his daily practice for a month, will find the proof for himself and will thank professor Parsons for saving him hours of pains-taking research and for illuminating some of the more recondite learning in matters of the utmost practical moment.